Excise officers for realising their dues and by the Police officers for oppressing peaceful citizens. The D. P. W. and the Sanitary officers never visited these places. The only means of locomotion was the village road from Puthenvelikara to Turuttipuram and, though there was a grant to the P. W. D. for its upkeep, no work was done for the last few years. As the path was in a neglected condition, the Member requested orders to the Division Officer to inspect it and the other village roads in the taluk.

Dewan's reply.—The construction of a cartable road from Chattanad to Kuriapalli was discussed at the last session of the Assembly, and my reply was that the work was unnecessary, in view of the fact that it was very costly and that water communication already exists. I am sorry that I cannot give you any other reply now.

As regards the bridge at Vadakkekara, I find that this work is progressing. An estimate for Rs. 22,250 was sanctioned, and a sum of Rs. 5,000 was spent up to the close of 1096. An allotment of Rs. 7,000 has also been provided in the budget for 1097. The Chief Engineer has been asked to submit a revised estimate for the work. The estimate has not yet been received.

In regard to the construction of a bridge at Kundekavu, the estimate was sanctioned in 1918. The required land has been acquired and handed over to the P. W. D. We shall try to expedite the work as much as possible. Materials must be collected and soundings taken. The Executive Engineer says that arrangements are being made to bring the works connected with the two bridges to speedy completion.

In regard to the bund across the *kayal*, that is a matter to be decided after investigation and correspondence with the Cochin Darbar. I shall order the investigation of that project which is a big one involving the irrigation of four thousand acres of land. We do not know what the Cochin Darbar will say, what the relative advantages to the two Darbars are, and what would be the terms to be agreed upon by them. All these things have to be gone into and they will necessarily take time.

In regard to the establishment of a First Class Magistrate's Court at Parur, I shall consider your representation. The matter has not been disposed of finally.

As regards the maintenance of Puthenvelikara-Turuttippuram village road, the best thing for the Government will be to hand over the road with the grant and for you to maintain it. If you are agreeable to that proposal, I shall be very glad to ask the Chief Engineer to give the road to you and make you responsible for its maintenance. If you find the grant small, you may represent the matter. The local people can do the work more efficiently and cheaply than the P. W. D.

89. Means of communication in the Western Pakuthies of the Peermade Taluk.

Mr. Tomman Chakko (Member, Peermade Taluk) represented that, though the western *pakuthies* of the Peermade Taluk, viz., Kanjirapalli North, Kanjirapalli South, Chirakadavu, Cheruvalli, Manimala and Punjar were thickly inhabited and in that respect resembled other places in Central Travancore, the inhabitants of those *pakuthies* did not receive at the hands of Government any consideration of the kind shown to those living in Central Travancore or to the European Planters in the High Range and that except the Kottayam-Kumili road there were few other public roads benefiting them. He, therefore, prayed for the construction of the following works:—

Cheruvalli-Vellanadi road was 15 miles long, taking off from the 34th mile of the Kottayam-Kumili road and ending at the 5th mile of the Manimala-Ranni road, that 9 miles of it, 5 miles from Mundakayam to Vellanadi Estate and 4 miles from the Manimala-Ranni road to the Cheruvalli Estate, had already been opened, and that, if the remaining 6 miles were also opened, it would facilitate communication between Mundakayam and the Punalore Railway Station *via* Ranni. This would also be advantageous to the ryots of

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the place who would then be able to dispose of their agricultural produce to better advantage and at the same time benefit the European Planters residing at Mundakayam and Ranni. This subject was brought forward by Mr. J. R. Vincent, Member, Mundakayam Planters' Association, at four consecutive sessions of the Assembly and, as a result, the line was surveyed, lands acquired and an estimate for the work prepared. As nothing beyond this appeared to have been done, the Member prayed for the early completion of the road.

There was an old trace starting from the 4th mile of the Kanjirapalli Manimala road and running through Chenapadi to Erumeli. It was used by the Hindu pilgrims resorting to Sabarimala and also by the inhabitants of the Cheruvalli and Chirakadavu *pakuthies* who were cultivators of the lands belonging to the Erumeli and Paschima Devaswoms. This trace had been maintained for years by the Public Works Department. Subsequently, the Cheruvalli Estate converted it into a cartable road till the opening of the approach road from the Estate to the Manimala-Ranni road, but that it had since been abandoned and left in a neglected condition. The Member, therefore, prayed that the trace might be repaired and improved simultaneously with the improvement of the Cheruvalli-Vellanadi road.

The Kanjirapalli-Tambalakad road had been in existence for about 30 years as a trace and was about 7 miles in length. It was of great use to the people as it passed through the centre of the Kanjirapalli, Tambalakad and Panamattam *karas*. Though a portion of the trace for 3 miles as far as Tampalakad was in a more or less useful condition, the remaining portion of it was not so, having been allowed to be encroached upon on either side. The early conversion of the trace into a road fit for cart traffic was prayed for.

The Ponkunnam-Cheruvalli trace was the next important work dealth with. It was 6 miles long and passed by the side of the temples at Cheruvalli and Chirakadavu through thickly-inhabited areas. It was also the approach to the markets at Ponkunnam and Manimala. Though the line for the road was traced more than 25 years ago, nothing had been done so far towards its improvement. The Member prayed that this trace might also be converted into a cart road without delay.

Regarding the Kanjirapalli-Erumeli road, the Member said that the Planters had made this trace cartable for a distance of 4 miles from Kanjirapalli to Chenapadi Estate and that the public had made a six feet trace from Erumeli to Chenapadi Estate. He prayed that the trace might be taken up, improved and maintained by Government.

Dewan's reply.—The Commissioner, Devicolam, says that the roads mentioned by you require attention, as they are important roads serving to open up that part of the country. I shall call for the necessary estimates and when I go that side you may show me one or two of the roads you wish to see opened.

90. Some needs of the Devicolam Taluk.

Mr. S. P. Sultan Ahmed Badrudin Rowther (Member, Devicolam Taluk) complained that the cardamom ryots who had long been cultivating cardamom and had put up costly buildings were being threatened with eviction. He then charged Government with indifference to their previous representations in the matter of means of communications in the High Range and in respect of the establishment of a cardamom tincture factory. Their main representations related to (1) means of communication, (2) cardamom crop pests, and (3) extraction of tinctures.

In regard to the first, the foot-paths in the interior of the Devicolam taluk were not in proper condition, though the revenue derived from cardamoms was not insignificant. The suggestion of the Member was that 6 feet pathways with the necessary bridges might be provided by Government. The Member invited the pointed attention of Government to the following works :—(1) Periakanal road to Kizhavipara, (2) Kizhavipara road to Bison Valley, (3) Kizhavipara road to Lockhart Estate, (4) Pachapal road to Elamudikanal, (5) a bridge in the middle of the Bodi mettu-Devicolam road on the river, and (6) a permanent stone bridge over Tottitturayar, Anakalpatti.

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